

CIRCUIT PLANS ARE MATURING

M. C. A. WILL HAVE FINAL DISCUSSION IN CHICAGO

Manufacturers Will Benefit Decidedly by New Conditions Under Which Automobile Racing Will Be Conducted—Some Details of the Present Plans.

The meeting of the Manufacturers Contest Association that will be held soon in Chicago will consider for definite adoption the plan of a national circuit in racing. The general expectation is that the plan for the national circuit will go through readily. The objects of this circuit are to insure better racing and more of it for the manufacturers, with less proportionate expense to them, recognized everywhere and not such long and erratic jumps from one racing place to another.

It is understood that enough manufacturers to make the thing a success already have pledged themselves to support a national circuit and that plans are very well matured. The basis of the regulating corps for the circuit already has been made, that is to say, it has been planned to have certain permanent officials to act at all races in the circuit, who can be depended upon to do their work properly and without fear of criticism and who also will be able to devote the needed time to the organization of the governing department of the circuit.

Officials guaranteeing accuracy and fairness by reason of their very personal interest will be chosen if the plan is accepted generally by the manufacturers, and there is so much interest and enthusiasm over this that there seems to be very little doubt the circuit will be formed. There have been many applications for dates and sanctions as part of the circuit, but it is believed for the best interests of the manufacturers in the first year of existence of this arrangement that not too many of these be accepted. Some folks in the association would like to see only about a dozen such dates in the first year, others could see two dozen or even more. There are nearly fifty applications for dates in the hands of the contest board of the M. C. A. There is reason to believe that about twenty of these competitions will be included in the list of the national circuit.

These will start probably with the districts where early racing is most reasonable, as for instance in the South. They may very well work from Florida to Louisiana, from there to Texas and then west to California. From the coast the racers are very likely to come to a middle and then further east until they have gone pretty well around the list of prominent meets.

It will be possible for any promoter who wants to run a meet to learn when the circuit performers will be in his neighborhood. He will be able by the payment of the actual expenses of the stated officials to have them officiate at his meet and he may very well be able to induce some of the circuit performers to compete there. That will mean that any one track can have the same officialing, and many of the same competitors as any other in the country and in a way the accuracy of records made will be absolutely established, and furthermore all sections of the country will be provided with first class racing.

This can be done, too, at less cost to the promoter than otherwise. He will not have to pay bonuses for appearances to star riders. In the regular circuit the star men will be competing all the time and will race outside only if the manufacturers agree to it.

The result of the circuit will be to have about the same quality of men racing everywhere at the important meets, which will improve the standards of racing materially. There will be good racing wherever it is held because the officials will see to it that the men drive to win and that the plans are the same everywhere. All performances made will be timed officially and reliably and a record made under these conditions necessarily must stand.

The circuit will plan to have charge certain bench races, that is to say, races of a few light climbs. Endurance events undoubtedly will be left alone as not appropriate to the province of the circuit. Some of the most interesting of the circuit will take a lively interest in the important endurance events, if not directly through the medium of the circuit. The important races of the year, Elgin, Farmington, the Vanderbilt and the Grand Prix are events in which naturally the American manufacturers take a prominent part. Competitions of this kind have been decidedly expensive to manufacturers and chiefly because they were not organized. For instance, one maker of cars charged off for a limited season of racing the sum of \$100,000. It was estimated that with the circuit established this same amount of racing could have been done just as effectively for about one-third of this cost. The endurance races, long jumps over the country and the subsequent doubling back over most or much of this territory will undoubtedly have its effect on the spending of money by the manufacturers.

To be sure they cannot avoid giving out money rather generously for the maintenance of their cars, but it is a fact that so much of this money can be saved that they will be able to reduce cost materially. They will get no dividend out of the circuit, but they will be able to save the sum of the support of the circuit, which will have considerable expenses, it is expected. The makers will be in for the best sporting interest of the year. The circuit is as prominent as possible through victories.

But one object that they have been seeking for some time to attain will be realized. They will have all the racing they want and under the very best auspices as regards conditions. Out of so general participation in racing there cannot be a more uniform standard in the quality of American machines and with that will arrive doubtless the attainment of superiority over all competitors in the racing field. The manufacturers will have a great deal through participation in these events, as doubtless the stock car racing will be considerably encouraged. Looked at from all angles, the circuit can be decidedly a desirable thing for the makers and for the public.

SMOKE AT TIMES IS AVOIDABLE

In Fact It Is Often Unavoidable to Run Cars Without This Vapor.

"Much annoyance is caused by the smoke these days," said William H. Stewart, Jr., Friday evening at the Stewart Automobile Academy in arresting the automobilist whose engine discharges smoke. To arrest the driver for this seems unjust in most instances. The most common cause of smoke is the engine running on certain conditions. In fact an engine should smoke slightly when accelerated in order to be in a safe and healthy condition.

To maintain a uniform oil feed under varying conditions and also prevent slight smoking is difficult. If an operator cuts down the oil to the minimum he is in danger of damaging his engine. If the ignition system fails to produce the spark, or the carburetor fails to give a proper mixture, the engine will of necessity stop without warning other than to sputter. The symptoms of these troubles are easily remedied. The oiling system, however,

NEWS OF THE ATHLETES

MARVELOUS PROGRESS OF FRANCE OF LATE YEARS.

Until a Few Years Ago She Could Not Boast of a Champion of Any Kind—Attractions Arranged for the Future of the Pastime A. C.

The victory recently of France in international football a sport supposed to be entirely of her sphere, once again draws the attention to the fact that in the world of sports and games, in the first decade of the practice of football and field sports, if this performance of France in the international struggle and her recent triumphs in the world of sports, are not to be regarded as a mere accident, they are a sign of a new era in the history of the game.

A little more than ten years ago France had nothing in the way of athletic performers except some crack fencers, but the few years have made a marvellous change. France has become a power in every branch of sport, and like the footballers, they belong to the front brigade. There are sprinters and long distance runners, cyclists, and field performers, while added by their government the Gauls are fast nothing to be the great horse racing nation of the world. The work of the horse, however, is in the Liverpool Grand National two years ago may be taken as a proof in the racing line. Neither the horse nor the jockey, however, is to be taken as a proof in the racing line.

From the public's point of view the New York show demonstrated that one thing was no longer to be taken for granted, that is, that the public is not to be taken for granted. There was a noticeable tendency toward greater refinement and comfort for the user. From a mechanical viewpoint, there was nothing startlingly new. There was a noticeable tendency toward greater refinement and comfort for the user. From a mechanical viewpoint, there was nothing startlingly new.

During the week I talked with a great many prospective purchasers, and among other manufacturers I tried to learn what they were looking for in a car. The public wants in motor cars, I think, the most notable tendency among buyers is toward the better car, by which I mean toward those cars which are built upon a quality basis, the public is turning away from cars which are simply low priced. The demand is for a high standard of quality, comfort and roominess. During the automobile show, I observed that buyers are demanding refinements both as to mechanism and finish. Several cases of motoring have taught me that the public is turning away from cars which are simply low priced. The demand is for a high standard of quality, comfort and roominess. During the automobile show, I observed that buyers are demanding refinements both as to mechanism and finish.

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MADDER LEANS TO TRIOTERS

Master of Hamburg Place Branching Out as Breeder.

LONDON, Jan. 21.—That John E. Madden is determined to give his young son, John, a good start in the racing world, is a fact which is well known to all who are interested in the sport. Madden, who has been a successful trainer and owner of horses, is now branching out as a breeder. He has purchased a large tract of land in the country, and is now breeding horses. Madden is a well-known figure in the racing world, and his success as a breeder is a matter of public interest.

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Club Cocktails

When others are offered, it's for the purpose of larger profits.



G. F. HEUBLEIN & BRO.
Sole Props.
HARTFORD NEW YORK LONDON

TO HELP BREEDING.

English Government Offers \$200,000 to Encourage Light Horses.

The English Government has made a grant of \$200,000 to the development commission for the purpose of encouraging the breeding of light horses. The grant is to be used for the purchase of stallions and for the maintenance of breeding farms.

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WESTMINSTER DOG SHOW.

Record Entry Expected When List Closes Thursday.

While the entries for the thirty-fifth bench show of the Westminster Kennel Club in Madison Square Garden do not close until Thursday, Jan. 26, the list of entries is expected to be closed by Thursday. The show is expected to be one of the most successful in the history of the club.

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INTERSCHOLASTIC SPORT

MANUAL TRAINING AGAIN FOR THE CHAMPIONSHIPS.

At least agreed that the title will remain in Brooklyn, and it is unlikely that either Boys High or Erasmus Can wrest it away—Basketball Ends.

GOSSIP OF THE DIAMOND.

Judging the Flight of a Fly Ball—Instinctive With the Best Fielders.

The better the outfielder the more quickly he judges the flight of a fly ball after it leaves the bat. So Fred Tenney says, and not only does he say so, but he backs it up with a long list of examples.

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WITH THE COLLEGE ATHLETES

DOINGS IN THE FIELD OF SPORT IN EAST AND WEST.

The Cornell Daily Sun, quoting an interview in which Coach Wadsworth is represented as saying: "I think the varsity crew better than it was last year and I am not worrying about the Cornell race. There is one thing of which I am sure, Coach Wadsworth is 'worrying' about the outcome of the Harvard race and I think it will continue to worry until after Cornell has either added another victory to her list of triumphs over the crimson oarsmen or else has seen Harvard turn out a remarkable crew."

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CANADA'S RACING NOTES.

Seventy Days Allotted to Big Track Season—May 20 and September 30.

The Canadian Racing Association, which controls the turf in the Dominion, has decided upon a schedule of racing dates for this year after a conference at Toronto. The schedule is as follows: May 20 to September 30. The Canadian Racing Association, which controls the turf in the Dominion, has decided upon a schedule of racing dates for this year after a conference at Toronto.

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W. E. D. STOKES, JR., WINS.

Captures Blue in Jeu de Barre at Durand's.

W. E. D. Stokes, Jr., carried the blue to victory in a game of Jeu de Barre at Durand's. The game was a close one, but Stokes was able to outplay his opponent. The game was a close one, but Stokes was able to outplay his opponent.

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